



U. S. S. CHARLES F. ADAMS (DDG-2)

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IN REPLY REFER TO:

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From: Commanding Officer, USS CHARLES F. ADAMS (DDG 2)

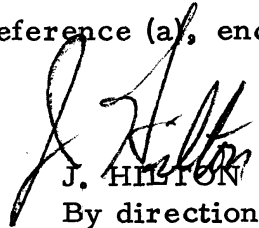
To: Chief of Naval Operations (Op-291SH)

Subj: History of USS CHARLES FRANCIS ADAMS (DDG 2);  
submission of

Ref: (a) OPNAVINST 5750.7

Encl: (1) USS CHARLES F. ADAMS (DDG 2) Ship's History

1. In accordance with reference (a), enclosure (1) is submitted.

  
J. HILTON  
By direction

## USS CHARLES F. ADAMS (DDG-2)

On 16 June at Bath Iron Works, Bath Maine, the keel was laid for the first destroyer planned and built as a missile ship. With this beginning the USS CHARLES F. ADAMS (DDG-2), first in a new line of guided missile destroyers was born.

She is named for Charles Francis Adams, great grandson of John Quincy Adams, sixth president of the United States, and the great, great grandson of John Adams, second president of the United States. Charles F. Adams was noted for his untiring efforts to keep the Navy a power in international affairs while Secretary of the Navy in 1929-1933; in spite of an apathetic and economy minded public. He was noted for his yachting ability which was well demonstrated in his 1921 Americas Cup Victory.

On 8 September 1959 the CHARLES F. ADAMS was launched in the Kennebec River by her sponsor Mrs. Robert Homans, a sister of her namesake.

When fully equipped and manned she displaces 4500 tons. Her overall length is 437 feet and she has a beam of 47 feet.

She is manned by 21 officers and 316 enlisted men who have all been hand picked by the Navy.

The Commissioning Ceremony on 10 September 1960 at Boston Naval Shipyard, Charleston, Massachusetts, marked the initiation of service as an operating unit of the United States Navy. Admiral James S. Russell, Vice Chief of Naval Operations, was the principal speaker. At this time she became the responsibility of her Commanding Officer, Commander William R. Munroe, Jr., USN.

Following commissioning, the CHARLES F. ADAMS conducted intensive

ENCLOSURE (1)

"technical evaluations" designed to test the performance of individual equipments. Particular stress was placed on the TARTAR Weapons System and its associated equipments, since TARTAR was specifically designed for Destroyers. Also tested was the ASROC anti-submarine system and its associated sonar fire-control equipment. During this period final acceptance by the Navy was conducted. In addition a period was set aside for shakedown training. This welded the crew and the ship into one fighting machine, trained to react properly to various situations of attack or defense.

With shakedown training completed, the CHARLES F. ADAMS progressed to her most rugged phase of testing, Operations Evaluation. This phase evaluated the ship's capability to fight under wartime conditions and for extended periods of time.

On 30 June 1961 the CHARLES F. ADAMS was assigned Charleston, South Carolina as a home port. She steamed up the Cooper River for the first time on 28 July 1961 and commenced operations as a part of DESTROYER Squadron 6.

On 13 November 1961 she left Charleston to participate in a Northern Europe Cruise prior to joining her squadron in the Mediterranean. Ports of call on this cruise include, Brest France, Goteborg Sweden, Aarhus Denmark, Kiel Germany, Rotterdam Netherlands, Portsmouth England and Lisbon Portugal.

She expects to return to Charleston in early March.